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The following information has been abstracted from Army Intelligence documents as indicated date 3 JUN 1980 reviewer 018645

C-4857, Army, EUCOM, 7707 ECIC, RT-873-51 (CQ-201), 14 Sep 51, Confidential. City Questionnaire: Ege Khaya (67024'N 1340 13'E), Yakutsk ASSR (Info Oct 48-Feb 50)

The only vehicle road in area of Ege Khaya leads from town to Balagannakh, a distance of 18 kilometers. Trucks and sleds use this road. The road has a hard-packed surface which heavy loads to be transported but it is not wide enough for more than one vehicle at a time. By-passes have been constructed at intervals to facilitate the passing of vehicles.

CIA 875482, Army EUCOM, 7707 ECIC, RT-879-52, 2 Sep 52, info 49-50, Restricted.

Magadan:

About 40 men were loaded one day in May 1949 onto two Studebaker type trucks; trip started N. Short stops were made in Palatka and in Ust' Omchuk (60-06N-150-54E and 61-09N-149-38E): The trip ended late the same day at Priisk Gastyel, which is 330 kilometers NW of Magadan.

G-2 US Constabulary, 22-49, 18 Mar 49; Soviet refugee and German PW; info Jan 49, Secret.

Primary mode of transport in Kolyma is MT. In 1941 the number of trucks was already 2,000 with double trailers. In 1946 the number of trucks had increased to 12,000. For MT traffic, which is carried on day and night throughout the year, a first class road was constructed from Magadan to Indigirka. This road is used throughout the year. Notwithstanding the snowstorms and cold weather, the traffic is always very heavy. At distances of 100-150 km all along the road there are first class repair shops and gas stations. In 1940 there were 3 repairmen for every km of road. Up to 1936 the road extended to the Kolyma R; when the wooden bridge across the river was completed (400 m) the road was continued to Indigirka, which it reached in 1939. In 1942-3 it was extended to the Upper Lena and connected with the road north from Never at Yakutsk. All the towns along the Okhotsk Sea coast were also connected by a first class road which was finished in 1946. Strategic value of this all-weather hwy net is great. Lately there has been considerable work done on the road from Magadan to the Chukotsk Peninsula.

FEC, TB-226-50, 10 Mar 50; Jap repatriate, info 16 Jan 50, Secret.

The main Magadan highway, which is the only road connecting Magadan with the inland points of the state of Kolyma, extends for roughly 600 km northward to the coal mining areas. According to rumors, there is a highway branching off from this road to the south, through which a year round transport route is kept open to as far south as Vladivostok. The main hwy averages 8-10 meters

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Approved For Release 2001/09/06 : CIA-RDP79T01149A000300190003-1

- 2 -

(Army) continued

in width and is invariably wide enough for two large trucks. As far as informant knows, there are no paved stretches on this road, which is compact dirt frequently reinforced with gravel. Permanent road crews are employed to keep the road open throughout the year. Numerous US made snowplows and maintenance equipment are used. When the snow thaws, frequent stretches of mud bogs down traffic, but every effort is made to remedy mud bogs immediately, so as not to disrupt the flow of heavy traffic. The road is a winding one, which keeps the speed of traffic down to 30-40 km/hr for lighter vehicles. Simply constructed wooden bridges are found frequently along the route. These bridges are all the same width as the highway. There are no tunnels. Gasoline servicing points are located intermittently. A bus service operates along this highway, making one round trip daily between Magadan and Palatak, the latter located 37 km north of Magadan.

The streets in Magadan are all dirt, reinforced with gravel and sand. The widest road is that from Port Nagaev to Magadan; it is 8 meters wide. All roads are used throughout the year although extensive snow clearance is necessary in winter. Rain, which is relatively light, does not affect traffic.

The following information has been abstracted from Air Force Intelligence documents:

CIA 738552, Air CAC DI, Air Intelligence Training Bulletin, Mar 52, Restricted.

The two are already connected by trails, according to most maps. From the improved road running east from Yakutsk to Churapcha, one trail goes on across the mountains to Okhotsk and meets the coastal trail from there to Magadan. Another branches northeast around the end of the Verkhoyansk Mountain Range to Oymyakon on the Indigirka River, then loops north along the river and down to meet the west branch of the Magadan truck road at Khudzhakh, in the south end of the Cherskiy range, and about 250 road miles from Magadan. By either route the total distance from Magadan to Yakutsk is 750 road miles at least; by the northern route it could well be as much as 850. The air-line distance is about 650 miles.

FP 5414, 18 Aug 52, Wringer 5178-B, 6004th Air Intell Sv Sq.

*Classification unknown
Possibly Secret*

Highway from Magadan to Naval Port ("Gertner Highway")

The road was 8m wide, and the shoulders were not adequately stabilized to support vehicles.

The road foundation was a greyish hard rock over which dirt and ballast were spread to a thickness of approximately 20cm. Cross drainages were not constructed. Parallel drainages were constructed on both sides of the road, 80cm wide and 1m deep, along flat stretches between mountains. No parallel ditches were constructed along the mountain side.

The road consisted of many sharp, blind curves, and the road at these points was widened to 10cm. There were no guard rails or masonry walls constructed to protect traffic.

TRAFFIC:

The type of vehicles normally using this road was 4-ton trucks of Soviet make. These trucks are employed to carry ammunition and explosives from the explosives warehouse to some unknown destination north of MAGADAN. These 4-ton trucks had 6 wheels. Other types of vehicles using this road were 2½-ton American Studebaker trucks and 8-ton and 10-ton trucks of Soviet make. The larger trucks were used mostly at night. The 2½-ton trucks were used to carry supplies from MAGADAN to the naval port. On an average, ten to twelve 4-ton trucks passed through this road during the day from 0800 to 1700 hours, but the traffic during the night seemed to be twice as heavy with the majority being 8-ton and 10-ton trucks.

Traffic signs showing curves were posted 50cm before all curves. These signs were of square wood, 60cm square, painted white with Russian characters and signs painted in black. Wooden poles, 15cm in diameter painted with red and white stripes were posted every 25cm along the outer edges of the road to

Air (continued)

2

guide trucks on the road in case of snow. These markers were 3m high. No special provisions were made for night visibility.

Sand was piled along the highway sometime in September to be spread on the road in the cold season when the road froze. This was done to prevent the vehicles using the highway from slipping.

Triangular wood poles painted white with kilometer numbers painted in black were located 1 km apart. The numbers began at MAGADAN and increased towards the naval port. The last kilometer sign located at the entrance to the naval port showed the highway to be 13km long.

Security Information

The following information has been abstracted from Navy Intelligence documents:

Classification unknown - Possibly secret

4603.03

NEVER - TOMMOT-YAKUTSK

1. MIS 122295 ONI-5-45 20 Jan 45 Var. sources. Heavy cross-country traffic is handled between Yak. & B. Never by an important all-yr hy thru Tommot and Aldan.
3. MIS 238941 ONI 8 Feb 46 Conf CO of US weather Central in Khab. Yakutsk-no graded rds. seen outside 10 mi of the city. The 2 paved stts in Yak. were of logs 6 inches long of var. diameters, set vertically & filled with dirt. The rds. were all hard dirt with extremely deep ditches on each side, and altho graded for 2 lanes, a 6-lane road had b. prepared. A woodcutter said ground thaws to 2.4 meters.

Classification unknown - possibly secret